

Appointment for Tax Collector: Explanations of twice/year tax billing, interest, lien and deeding.

Swain Road: Peter Cook and the town engineer as discussed at the April 9 meeting have reviewed the costs of upgrading the road and come up with the following numbers:

1. Upgrade to town gravel standards to the last residence: \$524,000
2. Upgrade to town paved standards to the last residence: \$658,000
3. Upgrade to the Town Forest to gravel standards: \$420,000
4. Upgrade to the Town Forest to paved standards: \$530,000

Legal advice: *My email (Italics). Attorney Roman's reply (underlined italics). Swain Road is Class V paved for .7 miles and then becomes Class VI gravel. There are 11 homes on the Class VI portion as well as the Town Forest (15 parking spaces). The residents are upset with the fact we encourage people to visit the Town Forest and the residents do all the road maintenance. The Board would like to review all options and weigh the various options. The Town has many private & Class VI gravel roads so wants to be careful on setting precedent.*

1. Do nothing

Right, as a Class VI road, it is a public road that the public has a right to travel on (even if there were no Town Forest to go to) and the Town has no authority to spend money to upgrade/maintain a Class VI road (indeed the Town is statutorily prohibited from doing so, RSA 231:59)

2. Accept the road as Class V and upgrade (does this require Town Meeting vote?)

This can be done in 2 ways:

1. Town meeting vote – the warrant article can include language delaying the acceptance until after the Road is upgraded; another condition could be betterment assessments by abutters to the Road – but a betterment assessment is not *required*

2. Layout Process:

a. BOS can follow the statutory layout process under RSA 231:8 et seq. and do a layout of a Class V road over the Class VI section subject to a betterment assessment

i. The Town, as owner of the Town forest the road serves, would be responsible to cover its share of the betterment assessment.

ii. The betterment assessment is included on the tax bills for the abutters prorated over a period of up to 10 years

iii. An appropriation or bond is not required because the Town cannot hold off upgrading the road until the betterment assessments are received from abutters

1. However, an appropriation (and thus a Town Meeting vote) may be required to appropriate the Town's share of the betterment assessment unless you have a road maintenance CRF or an appropriate operating budget line item you can pull the amount from – we should run this by DRA though

b. BOS can follow the normal statutory layout process under RSA 231:8 et seq. and do a layout of a Class V road over the Class VI section, with no betterment assessment

3. Betterment Assessment, which I believe requires Town Meeting vote on a bond.

This is only tied to accepting the road as a Class V road, there is no authority just to upgrade it, impose a betterment assessment, but keep the road as Class VI. If a betterment assessment is applied, as stated above, there is a hearing process that must be followed.

4. Emergency Lane

Can use this if firefighting equipment and any other emergency vehicles cannot safely travel the Class VI road. If approved as an Emergency Lane, can keep road as Class VI and use public funds to maintain and repair and plow only as necessary to allow emergency vehicles access

Process:

1. BOS hold a public hearing;
2. All persons known to have an interest must be given notice by regular mail 10 days prior to hearing – all abutters and technically, to the Town Clerk as well given the Town Forest
3. Post notice on website and at 2 public places in Town (not required but should anyway)
4. Conduct public hearing with public input
5. Close hearing and BOS discuss and vote on classifying it as an Emergency Lane. Must make specific written findings that “The public need for keeping such lane passable by emergency vehicles is supported by an identified public welfare or safety interest which surpasses or differs from any private benefits to landowners abutting such lane.”

Emergency Lane status can be revoked by BOS at any time.

Alleviates the Town of any liability or required duties for the Road

5. *Have I missed options or incorrectly characterized them below.*

Other? No. _____

Keriann Roman’s recommended preferences are 1-Do nothing (1 above) ; 2-Emergency Lane (4 above); 3-Town Meeting vote with or without betterment assessment (2 above) ; and 4-Layout by Select Board with or without betterment assessment (2 above). Town Meeting is required for all but option 1 and probably a limited version of the emergency lane. ***What does the Board wish to do?***

Alternates for Recreation Commission: The recreation commission has a recommendation(s) for alternates. ***What does the Board wish to do?***

Town Seal: As requested I have a proposed Town Seal Vehicle proposal (see copy at end of this report). It does not address uniforms. A number of departments have asked if the uniform part of the vote will impact their uniforms as they will be ordering shortly or does it only apply to the DPW department? I.e. ***1. Is the seal required instead of the current police patch and uniform? 2 Is the seal required instead of the fire department symbol on the front of the fire***

uniforms? 3 Is the seal required instead of the recreation designs? 4. Does the Board wish to approve the seal policy?

2019 Budget: The Advisory Budget Committee had recommended (and the Select Board agreed making it a part of the goals before this year) to make a decision on the following budget year's step and COLA during the summer so it was built into the budget proposals, rather than making a lot of changes at the end of the process. We are starting to work on the 2019 budget and would like to know what the Select Board wants to do. A 1% COLA is approximately \$16,200 with no step. A Step with no COLA is approximately \$28,900. Step and COLA will be a little more than the two combined, area of \$45,000 plus benefit roll-ups. The Police Collective Bargaining Agreement creates an additional step, 1.75% higher than the current top step for the union. Adding an additional nonunion top step would benefit 11 employees and cost about \$5,900. Adjusting grade inequities would depend upon which positions were changed and how much. There are several related questions that I would like answered.

1. Does the Board wish to budget a 1% COLA and a step to those entitled to receive one?
2. Does the Board wish to do the same for town employees as has been agreed in the Police Collective Bargaining Agreement and create an additional step, 1.75% higher than the current top step?
3. Does the Board wish to review globally the placement of various positions on grades to adjust inequities that have been noted in the past?

How would the Board like to address the planning for budgets as regards salaries?

DRAFT Town Vehicle Seal Policy:

1. All vehicles that are purchased or leased by the Town, from this date forward, shall have the town seal decal affixed prominently to the front doors, unless specifically waived in writing by the Select Board (for example an unmarked cruiser, a construction vehicle for which the doors are not the best location, etc.).

2. It is allowed and recommended that vehicles that are not owned by the town, but that are regularly doing town business (for example the contract assessor or when the Building Inspection vehicle is out of service for an extended periods), have magnetic town seals or other identifying information attached to the vehicle front doors.
3. The recommend size of the seal shall normally be approximately 10 inches in diameter, unless the Board approves in writing a different size as part of a design scheme.
4. It shall be a violation for use of the town seal on a vehicle that is not owned by the Town of Barrington, or that does not meet the criteria of # 2 above, punishable by a fine up to legal limits allowed.

Signed by Select Board

